





structures on the Lot are wholly unautho-

as to whether the Crown Lessee has complied with the conditions under which his land is held, or the provisions of No. 1 and succeeding sections of the Public Health Ordinances should be applied. But why was not either of the courses adopted long ago? Why was the place allowed to grow in the condition described by Mr Crow for eighteen months after the complaint was inserted in the fore front of the petition?

With regard to the other causes of complaint, it appears that some steps have been taken to effect an improvement. It requires a combination of circumstances, Mr Crow says, to make the practice of drying sugar-bags a nuisance. He admitted, when questioned by Mr Ede, that the practice did occur occasionally, and we can only hope that the sanitary inspectors will make it their business to see that the combination of circumstances alluded to by Mr Crow is not allowed to arise or to continue. The general experience is that it does not require a combination of many circumstances to make the drying of sugar bags a nuisance. As the grievance about the irrigation of land with offensive matter, Mr Crow says, and we think rightly, that unless residents themselves take the trouble to forward complaints to the Sanitary Board, the objectionable practice will prevail. In a matter of this sort it is evident that the residents must not look upon the Sanitary Board as a species of milk-and-honey

for their every grievance. There is provision in the law for prohibiting such transgression within fifty yards of a public thoroughfare; but it stands to reason that complaints are not made, it would require an army of inspectors to find out every case in which there might be an infringement of the regulation. Mr. Thompson says the statement of the petitioners that garbage and refuse material is stored and allowed to fester rotting and exposed to all sorts of weather along the Populace Road is inaccurate. We suppose this means that since the notification was sent in the nuisance has been abated; but that it did exist was testified to by several residents. We are glad to learn that this nuisance caused by the burning of refuse, whether it was a contributory cause of the fever or not, has been mitigated to some extent, the old site on the North side of Mount Davis, where the rubbish was occasionally burned,

The Sanitary Board forwarded some time ago a report to the Government strongly condemning the present system of hallo-  
lanning the refuse on the beach at Green  
Island, and recommending that a patent  
incinerator be obtained and the refuse  
thoroughly burned on the small island near  
Green Island. The Government have not  
yet replied to this communication, but we  
hope they will not tarry much longer in  
dealing with this long-standing nuisance.

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**TELEGRAMS.**

(Havas Telegram.)

**THE NEW FRENCH MINISTRY.**  
PARIS, 20th Feb.  
The President of the Republic has offered the mission of forming a new cabinet to M. Freycinet, who has asked time to reflect.  
PARIS, 21st Feb.  
M. Moléne has accepted the mission of forming a new cabinet with M. Freycinet

PARIS, 22nd Feb.

M. Méline having failed, the mission of forming a new ministry has been intrusted to M. Tirard, who has been appointed President of the Cabinet without a portfolio. The other ministers are:

Ministers	Home Affairs
Conciergerie	Justice
War	War
Marine and Colonies	Marine and Colonies
Public Works	Public Works
Agriculture	Agriculture

The portfolios of Foreign Affairs and Commerce are still vacant.

PARIS, 22nd Feb.

Mr Spuller has been appointed Minister of Foreign Affairs.

(\* A later telegram gives this place to Mr Raymond.)

(From Singapore Papers.)

The Morning Post says that, in view of the war cloud now hanging over Europe, the departure of the Duke of Cambridge to visit Gibraltar must be regarded as significant, and probably will result in the immediate reinforcement of the defences of that fortress.

**ABYSSINIA.**  
 Addis, 18th Feb.—The Coasacka are still pulling out. Several frequent quarrels have taken place with the natives. [A later telegram says the leader of the Coasack Mission was made prisoner by the French at Osoele.]

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**LOCAL AND GENERAL.**

**PASSED OVER CANAL.**  
 BYWARD BOUND—On Jan. 11: *Essex*, Feb. 15; *Nelson*, 20; *Glenfinnan*, 1 Feb.; *Trivella*, Thurst, *Moray*, 5; *Benarty*, *Tilgham*, 8; *Dargy*, 10; *Gle gary*, *Wingandou*, 16; *Andover*, *Balborough*, *Glenfinnan*, 17; *Thyre*, *Badsworth*, *Antonic*, *Sussex*, 19; *Shird*, *Spinards*, 20; *Cyclope*, 20.

**BYWARD BOUND:**—*Yorkshire*, Feb. 8; *Ugsway*, 12; *Telamachis*, 16; *Monmouth*, 17; *Mythymia*, *Fosdon*, 19; *Bay*, 20.

THE P. & O. steamer *Essex*, bound, with the English Mail, for Penang and Java, left Singapore on Wednesday, the 27th inst., at 5 p.m., and may be expected here on or about Monday, the 4th prox. This Packet brings replies to letters received from Hongkong on December 30th.







## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUERZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA

LONDON, HAVRE AND BORDEAUX.  
ON WEDNESDAY, the 6th March, 1889, at Noon, the Company's Steamship *PAQUEBOTS POSTE FRANÇAIS*, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th March, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

Agent, CHAMPAUX,  
Hongkong, February 21, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *PARTHIA*, 3,167 Tons Register, WALLACE, Commander, will be despatched for VANCOUVER, B.C., and KOREA and YOKOHAMA, on THURSDAY, the 1st March, at 3 p.m. To be followed by the *S.S. DESSINIA*, on the 4th April.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco and Pacific Coast Lines, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver & Victoria, Mex. \$160.00  
To San Francisco, 175.00  
To all other ports in Canada, 230.00  
To London and the United States, 300.00  
To Liverpool, 305.00  
To London, 305.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 6th March.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to  
ADAMSON, BELL & Co.,  
Agents,  
Hongkong, February 9, 1889.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH TO YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UTY OF SYDNEY* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 13th March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco, \$200.00  
To San Francisco and return, \$250.00  
To Liverpool, 325.00  
To London, 330.00  
To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship *ARABIC* will be despatched for San Francisco, via Yokohama, on SUNDAY, the 3rd March, at Daylight.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco, \$200.00  
To San Francisco and return, \$250.00  
To Liverpool, 325.00  
To London, 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 20, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, February 13, 1889.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUERZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVERTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

R. B. Carpentier, taken on, through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 17th day of March, 1889, at 10 a.m., the Company's Steamship *SIEGEN*, Capt. V. GAESE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 1 p.m. on the 16th March, 1889. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELOERS & Co.,  
Agents,  
Hongkong, February 18, 1889.

Insurance.

THE Underwritten, AGENTS for the above Company, are prepared to ACCEPT RISKS AGAINST FIRE at Current Rates.

NORTON & Co.,  
Agents,  
Hongkong, July 15, 1887.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwritten, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.,  
Agents,  
Hongkong, January 1, 1883.

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR. This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosa Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WATSON, Limited, Hongkong; also, Mr. N. MOSELEY, Amoy.

## Intimations.

## DENTISTRY.

## MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ATTENDED ATTENDANCE AND LATELY ASSISTANT TO DR. ROGERS.)  
At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS, No. 2, DUDDELL STREET.

CONSULTATION FREE.  
Discount to missionaries and families. Sole Address,  
2, DUDDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1888.

A LADY (very good sailor) wishing to Return to ENGLAND in the Spring, would be glad to give her passage home, the voyage, in return for her passage home.

Address, Miss EARLE, c/o OFFICE OF THIS PAPER.  
Hongkong, February 4, 1889.

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOITLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.  
RICHIE'S LUNAR AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS.

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NOW READY.  
THE REVENUE OF CHINA.

A SERIES OF ARTICLES, reprinted from 'The China Mail,' WITH AN APPENDIX.  
THIS PAMPHLET is now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WATSON, and Mr. W. BROWN.

Price, 50 Cents.  
The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FOREIGN MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly journal of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their personal use, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial Intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription: Per Annum, \$12.00, postage, \$1.00. Single Copy, 0.25.  
China Mail Office, Hongkong.

THE CHINESE MAIL.

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, and from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. On the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to  
GEO. MURRAY BAIN,  
China Mail Office.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked 1., near the Kowloon shore 2., and those in the body of the Harbour 3.

Shipping or midway between each shore are marked 4., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Polder's Wharf.  
6. From Polder's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From Kowloon Island to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Flag.	Reg.	Tonn.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Achilles	Brit.	str.	1500	Feb. 27	Butterfield & Swire	Hamburg	To-morrow
Agatha	Brit.	str.	1679	Feb. 27	Siemens & Co.	K'loon Dock	2nd prox.
Arabia	Brit.	str.	1340	Jan. 21	Wielor & Co.	San Francisco	
Arctic	Brit.	str.	4368	Feb. 20	O. S. S. Co.	London, &c.	
Boulton	Brit.	str.	1513	Feb. 14	Gibb, Livingston & Co.		
China	Brit.	str.	1513	Feb. 14	Gibb, Livingston & Co.		
Chow Fa	Brit.	str.	1055	Feb. 27	Tung Kee & Co.		
Deuteron	Brit.	str.	1069	Feb. 27	Tung Kee & Co.		
Diamante	Brit.	str.	1197	Feb. 24	Ed. Schellhass & Co.	Hoihow, &c.	To-day
Doris	Brit.	str.	614	Feb. 28	Russell & Co.	Amoy & Manila	2nd prox.
Doris	Brit.	str.	711	Feb. 24	Wielor & Co.	Touron	To-day
Fokien	Brit.	str.	609	Feb. 10	Douglas Steamship Co.	K'loon Dock	3rd prox.
Haitan	Brit.	str.	1182	Feb. 27	Douglas Steamship Co.	Coast Ports	To-morrow
Kashgar	Brit.	str.	1555	Feb. 20	P. & O. S. N. Co.	Singapore	
Komamoto Maru	Brit.	str.	1240	Feb. 27	Mitsui Bussan Kaisha	Swatow	To-morrow
Kwang Sang	Brit.	str.	1009	Feb. 28	Jardine, Matheson & Co.		
Melita	Brit.	str.	339	Jan. 31	Wielor & Co.		
Nerbudda	Brit.	str.	1395	Feb. 28	Jardine, Matheson & Co.	Sourabaya	To-morrow
Nippon	Brit.	str.	732	Feb. 27	Siemens & Co.	Shanghai	To-morrow
Parthia	Brit.	str.	517	Feb. 11	Hop Hing Hong	Shanghai	To-morrow
Pilot Fish	Brit.	str.	2075	Feb. 20	Adamson, Bell & Co.	Vancouver &c.	
President Garfield	Brit.	str.	161	Sept. 27	H. K. & W. Duck Co.		
Saghalien	Brit.	str.	1288	Feb. 27	Wielor & Co.		
Saghalien	Brit.	str.	2580	Feb. 27	Messageries Maritimes		
Tachibana	Brit.	str.	862	Feb. 27	Von Est Hong		
Triumph	Brit.	str.	874	Feb. 27	Wielor & Co.	Saigon	To-morrow
Verona	Brit.	str.	1875	Feb. 20	P. & O. S. N. Co.	Yokohama	To-morrow
Vorwarts	Brit.	str.	612	Feb. 18	Wielor & Co.	Hai Phong	To-morrow
Wingwang	Brit.	str.	1517	Feb. 26	Jardine, Matheson & Co.	Calcutta	To-morrow
Wyvern	Brit.	str.	1107	Feb. 24	Siemens & Co.	Bangkok	To-morrow

## Sailing Vessels.

Name.	Flag.	Tonn.	Guns.	I.H.P.	Captain.	Where at.
Adam W. Spies	Amer. bge.	1171	Jan. 22	Russell & Co.		
Coloma	Amer. bge.	652	Jan. 23	Melchers & Co.		
Empire	Amer. sh.	1075	Jan. 21	Russell & Co.		
Escort	Amer. bge.	634	Jan. 20	Captain		
Mercury	Br. 3-m. sh.	361	Feb. 27	Jardine, Matheson & Co.		
Pactolus	Amer. sh.	1145	Feb. 28	Fulton & Co.		
State of Maine	Amer. sh.	1407	Feb. 1	Fulton & Co.		

## Her Britannic Majesty's Ships on the China Station.

Name.	Flag.	Tonn.	Guns.	I.H.P.	Captain.	Where at.
Affair	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Shanghai
Cookshaler	gunboat 2nd class	465	4	470	Lieut.-Com. Everard Maxwell	Hongkong
Constantine	gunboat 3rd class	2640	14	2590	Capt. L. C. Koppel	Yokohama
Cornelia	gunboat 3rd class	2380	10	2420	Captain Henry H. Boys	Hongkong
Bak	gunboat 3rd class	363	3	340		In reserve
Esper	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	465	4	480	Lieut.-Com. Denison	Shanghai
Hercules	gunboat 3rd class	1420	8	1130	Captain Chas. J. Balfour	Hongkong
Impetuous	gunboat 3rd class	8400	10	10000	Captain William H. May	Hongkong
Leander	gunboat 2nd class	4300	10	5500	Captain M. J. Dunlop	Hongkong
Luna	gunboat 2nd class	756	5	1050	Commander Smythies	Singapore
Martin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Hongkong
Mutine	gunboat 2nd class	1130	10	1120	Commander J. H. Martin	Shanghai
Orion	gunboat 2nd class	4370	4	4040	Captain E. J. Carr	Singapore
Porpoise	gunboat 2nd class	1730	6	3600	Commander R. W. White	Hongkong
Rambler	gunboat 1st class	430	3	690	Capt. The Hon. F. C. Vereker	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitland Douglas	Shanghai
Sappho	gunboat 3rd class	1970	12	2360	Captain W. C. Karalake	Singapore
Satellite	gunboat 3rd class	1420	8	1400	Captain T. P. W. Nesham	Yokohama
Soleil	gunboat 3rd class	150	—	—		Hongkong
Torpedo Boat No. 35	torpedo boat 2nd class	756	5	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 36	torpedo boat 2nd class	95	—	—		In reserve
Tweed	g-b. 3rd class coast defence	95	—	—		In reserve
Victor	g-b. 3rd class coast defence	6157	14	—		In reserve
Wanderer	receiving ship	925	4	750	Commodore Maxwell, A.D.C.	Hongkong
Wyvern	coast defence ship, armoured	2750	4	1450	Commander Geo. A. Clifford	Hongkong

\* Flagship of Vice-Admiral Sir Nowell Salmon, K.O.B., V.C., Commander-in-Chief.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Reg.	Tons.	Guns.	H.P.	Captain.	Where at.
Alcott	Russian gunboat	800	—	—	Captain Parengo	Nagasaki
Arazon	Spanish cruiser	1968	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	430	Commander Malopert	Nagasaki
Bobbe	Russian cruiser	1100	—	—	Captain Menschikov	Nagasaki
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Quinnon
Essex	U. S. corvette	1375	6	900	Commander Jewell	Singapore
Idis	German gunboat	489	—	—	Captain Eickstedt	Ohamploo
Latin	French gunboat	485	4	425	Captain Nény	Thouron
Marion	U. S. corvette	1360	7	1170	Commander Dyer	Amoy
Moncey	U. S. sloop	1370	6	1470	Lieut.-Com. Henry Glass	Yokohama
Albatross	Russian gunboat	455	7	60	Commander Melnikoff	Corcos
Nagasaki	Russian cruiser	1350	9	250	Captain Zartius	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. McNair	Shanghai
Palos	U. S. gunboat	420	6	600	Lieut.-Com. Craig	Kobe
Parasael	French gunboat	—	—	—	Captain M. Foret	Shanghai
Prinier	French gunboat	540	—	420	Lieut.-Com. d'Arce Forest	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Macao
Sivotch	Russian cruiser	900	1	1000	Commander Suoliroff	Corsica
Sobo:	Russian gunboat	455	7	60	Commander Bryie	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauser	Singapore
Tojo	Portuguese gunboat	500	3	100	Lieut.-Com. C. R. Cerninha	On a cruise
Tourneau	French frigate	2680	13	4250	Captain Lang	Nagasaki
Vestnik	Russian corvette	1930	—	—	Commander Gondot	Saigon
Vipers	French gunboat	480	4	425	Captain Makarov	Singapore
Vitias	Russian corvette	2950	12	—	Commander Melnikovsky	Vladivostok
Vostok	Russian gunboat	—	4	—	Captain Ordner	Manila
Wolf	German gunboat	384	6	840		